



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: Business Advisory Council

Virginia D. Benjamin, Attorney at Law, Calfee, Halter & Griswold LLP
Thomas Birkel, VP of Manufacturing, Manufacturing Works
Alice Cable, Executive Director, Alliance for Working Together
Bethany Dentler, Executive Director, Medina County Economic Development Corporation
David Favorite, Executive Director, Geauga County Department of Development
Tony Gallo, President, Lorain County Chamber of Commerce
Trey Johnson, Regional Outreach Manager, Federal Reserve Bank of Cleveland
Nathan Kelly, Managing Director, Cushman Wakefield
William "Bill" Koehler, CEO, TeamNeo
Janice L. Parham, Executive Vice President, Building Owners and Managers
Don Romancak, Director of Community Development, Lorain County
Mary Samide, President, S.O.S. Incorporated
Kevin S. Schmotzer, Executive, Small Business Development, City of Cleveland Economic Development
Brian Smith, Director of Strategic Project Development, Cleveland Clinic
David J. Wondolowski, Executive Secretary/Business Manager, Cleveland Building and Construction Trades Council

FROM: Nathan Kelly, Chair

DATE: November 29, 2019

RE: Business Advisory Council
Friday, December 6, 2019 from 9:00 a.m. to 10:30 a.m.

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on ***Friday, December 6th at 9:00 a.m. at the NOACA offices.***



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

Friday, December 6, 2019, 9:00 a.m. – 10:30 a.m.

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

BUSINESS ADVISORY COUNCIL

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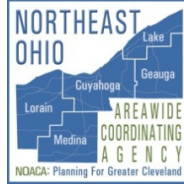
Next Regular Meeting:

Friday, March 27, 2020 at 9:00 a.m. – 10:30 a.m.

NOACA Offices, 1299 Superior Avenue in Cleveland, Ohio

Agenda Item No. 1

MINUTES



Business Advisory Council Meeting

September 27, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Mr. Nate Kelly, Chair of the Business Advisory Council (BAC), convened the meeting at 9:02 a.m.

Meeting Minutes

A motion was made by Ms. Virginia Benjamin to approve the minutes of the BAC meeting held on June 28, 2019. The motion was seconded by Ms. Janice Parham. The motion passed by voice vote.

Public Comments

No public comments were made at this meeting.

Executive Director's Report

Ms. Grace Gallucci announced that NOACA's senior staff will be attending advisory council meetings going forward. Senior staff introduced themselves.

ACTION ITEMS

No action items were presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Air Quality Public Outreach and Education

Ms. Mara Caputo provided background on the Air Quality Public Education and Outreach Strategy and reviewed the following:

- Mission Statement
- Strategy Document Outline – Action Plan that includes the following goals:
 - Goal #1: Increase awareness of the air quality challenge in Northeast Ohio
 - Goal #2: Educate the community on the causes and potential solutions for the air quality challenge in Northeast Ohio
 - Goal #3: Empower employers, healthcare providers, and educational institutions with resources to be air quality champions
 - Goal #4: Promote a culture at NOACA that better integrates air quality with other programs
 - Goal #5: Promote strategies outside of NOACA to change transportation and infrastructure policy and increase clean air funding

- Draft Communication Plan (audiences)
- Best opportunities for NOACA to reach audiences
- Recommended types of paid advertising
- Key points

Ms. Caputo stated that NOACA will begin implementing the Air Quality Public Education and Outreach Strategy and Communication Plan and staff will provide BAC with updates.

Ms. Benjamin asked how public-private partnerships would work when NOACA implements the program. Ms. Caputo said staff will identify stakeholders in the private and public sectors and work on consistent messaging for an idle reduction campaign.

Ms. Mary Samide asked if the recent reduction of rules by the Federal Government affected local government on air quality.

Mr. Joe MacDonald stated that the National Ambient Air Quality Standards (NAAQS) have not been rolled back by the current administration and the NOACA region is still noncompliant on two of six air quality standards since those standards have been tightened over the past few years.

Ms. Bethany Dentler asked for suggestions on how to get commuting strategies to Medina County residents. She also asked if Cleveland and Akron could survey employers to find out if people live and work in the same county.

Mr. Joe MacDonald stated that Gohio Commute is set up for NOACA to reach out to employers across the region to encourage them to set up subsites on the platform, provide incentives and create challenges within their own organizations so NOACA can capture a broader audience and encourage them to learn about carpool, rideshare, and public transit options. Mr. MacDonald stated that Gohio Commute is much more effective at growing alternative commuting and covers all metropolitan areas in the state.

Ms. Gallucci informed members that the draft Air Quality Public Education and Outreach Strategy and Communications Plan were included in the meeting packet. She asked members to let staff know if they have any questions. She said staff will finalize and implement the strategy and communications plan after all comments have been submitted to NOACA.

Great Lakes Hyperloop System Update

Ms. Kathy Sarli provided an update on the Great Lakes Hyperloop System Feasibility Study that included information on the following phases of the project scope:

- Phase 1: Project Objectives and Organization
Stakeholder engagement process
- Phase 2: Site Reconnaissance and Preliminary Route Analysis
Hyperloop route extended to Pittsburgh

Additional feasibility study tasks

- Phase 3: Technical and Financial Feasibility
Hyperloop Ridership Forecast in the Cleveland-Chicago-Pittsburgh Corridor
2022 Freight Revenue Forecast
2022 Total Passenger and Freight Revenue by Source in the Cleveland-Chicago-Pittsburgh Corridor
Socioeconomic and Transfer Payments Improvements Summary
Property Value Improvement by Station Coverage Area
Station Location at 150 mph
- Phase 4: Project Development Cost and Schedule

Ms. Gallucci stated that information on the above-referenced phases was shared with the Hyperloop Technical Advisory Committees, but it is not public information. She asked BAC members to respond in generalities when making comments about the feasibility study. She noted that staff will present parts of the feasibility study to other stakeholders and to the general public in the future.

Mr. Kevin Schmotzer asked if NOACA looked at the Hyperloop's impact on the reduction of carbon in Northeast Ohio. Ms. Sarli said yes and noted that the Hyperloop will benefit the public at large. She mentioned that staff looked at the reduction of emissions of auto and freight off the roads.

Ms. Parham asked if the implementation of the Hyperloop will offset or hurt Hopkins International Airport's chances to attract large businesses. Ms. Sarli said the potential for economic development is a possibility and would enhance people's travel.

Ms. Benjamin asked if staff knew how much it would cost for people to travel by Hyperloop. Ms. Sarli said it would probably cost about the same as commuter rail or maybe a little less.

Ms. Gallucci stated that the objective is to redefine a region into a megaregion so people will be able to use the Hyperloop every day regardless of their income.

SFY 2021-2024 TIP Projects Recommended for NOACA Funding

Mr. Randy Lane stated that NOACA is in the process of developing its SFY 2021-2024 TIP. He noted that the TIP contains road, bridge, public transit and other transportation projects scheduled for implementation and includes projects supported by federal funds through NOACA, ODOT and transit agencies. Mr. Lane mentioned that over 700 potential projects were identified through a comprehensive planning process. He noted that approved projects represent the priorities in the LRTP and align with asset management and performance measures initiatives. Mr. Lane reviewed the following:

- Project prioritization - STBG, TAP and CMAQ Programs
- Regional priority
- Approved projects to receive STBG, TAP, and CMAQ Program funds
- NOACA funding by general project type (total of \$148.6 million)
- Impact of approved projects

Mr. Lane stated that staff will work with the sponsors of approved projects to finalize scopes, schedules and fiscal constraint for inclusion in the SFY 2021-2024 TIP. He noted that the final draft TIP will be presented to the Planning and Programming Committee for review and recommendation on January 17, 2020 and then to the Board for approval on March 6, 2020.

Mr. Schmotzer asked if there has been any effort to bury or consolidate utility lines with the streetscape improvements. Mr. Lane stated that some communities choose to bury the utility lines for scenic reasons and/or coordinate with others to provide an upgraded facility. Mr. Lane noted that the financing in the TIP will not be used for burying utilities.

NOACA SFY 2020 2nd Quarter Project Planning Reviews (PPRs)

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY IR 77 11.21 Major Rehabilitation (PID 105743) - This project involves replacing pavement on IR-77 from approximately the CSX Bridge to Broadway Avenue (SR-14). The total cost of this project is \$71.2 million. No NOACA funds will be used for this project.
- CUY IR 77/Miller Rd Interchange (PID 104983) - This project involves completing the existing partial diamond interchange at IR-77 and Miller Road by adding exit and entrance ramps, auxiliary lane, left turn lanes, and right turn lanes. The total cost of this project is \$4.9 million. No NOACA funds will be used for this project.
- CUY IR 90 6.83 Major Rehabilitation (PID 76779) - This project involves replacing the pavement along I-90 from the Hilliard exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland. The total cost of this project is \$103 million. No NOACA funds will be used for this project.
- CUY IR 271 10.24 Noise Barriers (PID 108655) - This project involves constructing approximately 3,200 feet of Type 1 noise barrier along the east side of IR-271. The total cost of this project is \$1.6 million. No NOACA funds will be used for this project.
- GCRTA FY 2020 Capital Program & 2016, 2017 and 2019 Revision - Four projects need to be added to the FY2020 Capital Program and revisions need to be made to five existing grants. The total cost of the program is \$54.5 million. No NOACA funds will be used for this program.

Mr. May reviewed project comments from NOACA staff and the advisory councils. He noted that staff will coordinate with the project sponsors accordingly.

NEORS D 2020 Green Infrastructure Grant

Mr. MacDonald stated that NOACA submitted a request to NEORS D to get a Green Infrastructure Grant for its Net Zero Cool proposal. Mr. MacDonald reviewed the following phases of NOACA's green project:

- Phase I (Building) (\$360,000)
- Phase II (Parking Lot) (\$350,000)

- Phase III Wall Mural (Walls “Ribbon That Wraps The Package”) (\$95,000)

Mr. MacDonald also reviewed the annual runoff reduction benefits of Net Zero Cool and the timeline for NOACA to implement the project if it receives a grant from NEORSD. He said if NOACA is awarded the grant, the proposal will be presented to the Board on December 13, 2019; project construction would begin on March 31, 2020 and would be completed by March 31, 2021.

Ms. Gallucci stated that the Net Zero project will give people an opportunity to learn more about NOACA’s environmental work.

Ms. Samide talked about how well pervious pavers work.

Mr. Don Romancak asked if NOACA has to provide a local match in order to get the NEORSD Green Infrastructure Grant. Mr. MacDonald said no, but noted that NOACA would contribute 20% of the funds needed for the project. Mr. Romancak asked if private companies within the NEORSD region could apply for the grant. Mr. MacDonald said yes.

Reports / Updates

No reports or updates were presented at this meeting.

Old Business

No old business was presented at this meeting.

New Business

Ms. Dentler thanked Ms. Gallucci for visiting Medina County and presenting information on commute patterns and workforce development. She noted that she has received great feedback from NOACA’s presentation.

Ms. Gallucci thanked Ms. Dentler for her comment and said she hopes NOACA’s workforce development work will be a model for the region.

Adjournment

Mr. Kelly stated that the next BAC meeting will take place at the NOACA offices on December 6, 2019 at 9:00 a.m. There being no further business, the meeting was adjourned at 10:12 a.m.



2019 Business Advisory Council Attendance Record

MEETING DATES	3/22/19	6/28/19	9/27/19	12/6/19
Virginia D. Benjamin – Calfee, Halter & Griswold, LLP	X		X	
Thomas Birkel – Manufacturing Works	X	X	X	
Alice Cable – Alliance for Working Together	X	X		
Bethany Dentler – Medina County Economic Development Corporation			X	
David Favorite – Geauga County Department of Development	X	X		
Anthony Gallo – Lorain County Chamber of Commerce	X	X		
Trey Johnson - Federal Reserve Bank of Cleveland	X	X	X	
Nathan Kelly – Cushman Wakefield	X		X	
William “Bill” Koehler – TeamNEO Christine Nelson – Alternate	X	A		
Janice Parham – Building Owners and Managers Association	X	X	X	
Donald Romancak – Lorain County	X	X	X	
Mary Samide – S.O.S Incorporated		X	X	
Kevin S. Schmotzer – City of Cleveland Economic Development (Briana Butler, Alternate)	X	X	X	
Brian Smith – Cleveland Clinic				
Frank Aucremanne – Cleveland Clinic		X	X	
David J. Wondolowski – Cleveland Building and Construction Trade Council				
TOTAL MEMBERS ATTEND:	11	11	10	

X=Member present A=Alternate



Business Advisory Council Meeting
September 27, 2019 9:00 a.m. – 10:30 a.m.

Member Sign-in Sheet

MEMBER	SIGNATURE
Frank Aucremanne – Cleveland Clinic	<i>F. Aucremanne</i>
Virginia D. Benjamin – Calfee, Halter & Griswold, LLP	<i>V. Benjamin</i>
Thomas Birkel - Manufacturing Works	<i>T. Birkel</i>
Alice Cable – Alliance for Working Together	
Bethany Dentler – Medina County Economic Development Corporation	<i>Bethany Dentler</i>
David Favorite – Geauga County Department of Development	
Anthony Gallo – Lorain Chamber of Commerce	
Trey Johnson – Federal Reserve Bank of Cleveland	<i>Trey Johnson</i>
Nathan Kelly – Cushman Wakefield	<i>Nathan Kelly</i>
William "Bill" Koehler – TeamNeo (Christine Nelson, Alternate)	
Janice Parham – Building Owners & Managers Assoc.	<i>Janice Parham</i>
Donald Romancak – Lorain County	<i>Donald Romancak</i>
Mary Samide – S.O.S., Incorporated	<i>Mary Samide</i>
Kevin Schmotzer – City of Cleveland, Economic Development (Briana Butler, Alternate)	<i>Kevin Schmotzer</i>
David Wondolowski – Cleveland Building and Construction Trade Council	

Agenda Item No. 2

PUBLIC COMMENTS

Agenda Item No. 3

CHAIR/EXECUTIVE DIRECTOR'S REPORT

Agenda Item No. 4

ACTION ITEMS

Agenda Item No. 5

PRESENTATION/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Business Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 27, 2019

RE: **Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 3rd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed project to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

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Attachments: Project Summary

Improvements along Cleveland Avenue in Elyria

Title: Improvements along Cleveland Avenue in Elyria

Sponsor: City of Elyria

Estimated Total Cost: \$7,206,891

Proposed Source of Federal Funds: ODOT and NOACA

History/Background: The Ohio Department of Transportation (ODOT) Safety program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The program is funded at approximately \$100 million annually. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes.

There are two application cycles per year. Applications must be signed off by the respective ODOT District Safety Review Team. A safety engineering study must typically accompany the application unless the application is for preliminary engineering funds to complete the study.

The following project was selected for Highway Safety Improvement Program (HSIP) funding.

The NOACA Board of Directors adopted Resolution 2019-045 approving the projects to be funded with NOACA administered Surface Transportation Block Grant (STBG) funding and STBG set-asides for Transportation Alternatives Projects (TAP) for the state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program. The projects recommended for NOACA funding included rehabilitation of Cleveland Street, in the City of Elyria.

Proposed Project: LOR CR-658 - 00.00 (CLEVELAND ST): PID No. 110986 - This project involves rehabilitation along Cleveland Street, from East Bridge Street and Gulf Road to Hawthorne Street in Elyria (maps and illustrations). The work will include full and partial depth pavement repair, resurfacing, replacement of curbs, deteriorated culverts and roadway drainage catch basins, and installation of a roadway underdrain system and conduit. The City will also implement a road diet, reducing the number of lanes along Cleveland Avenue, from four (4) through lanes to three (3) lanes (one lane in each direction and a center turn lane).

According to the sponsor, the number of curb cuts will be minimized, access point locations will be controlled and bicycle lanes will be possible. The project will also include crosswalks, ADA (Americans with Disabilities) ramps, intersection improvements, new sidewalk, lighting and the creation of bicycle lanes. The project will also include pavement markings, signage and the replacement of the traffic signal at the intersection of Olive Street and possibly Gulf Road. Traffic calming measures will also be considered with the project including curb bump-outs and contrasting pavements. The project will also involve improvements to the intersection at East Bridge Street/Cleveland Street with four-leg non-circular roundabout.

The STBG funding is dedicated to the roadway rehabilitation component of the project. The HSIP funding is dedicated to the road diet and roundabout components of the project.

The project's estimated total cost is \$7,206,891. The estimated cost of preliminary engineering preliminary development (PEPD) is \$352,952. The estimated cost of preliminary engineering detailed design (PEDD) is \$173,842. The estimated cost of right-of-way (RW) is \$300,000. The PEPD, PEDD and RW will be funded with HSIP funds (\$744,115) and local funds (\$82,679). The estimated cost of construction (CO) is \$5,900,097. The CO will be funded with STBG funds (\$3,329,686), HSIP funds (\$1,255,885) and local funds (\$1,314,527). The estimated cost of construction engineering (CE) is \$480,000. The CE will be locally funded.

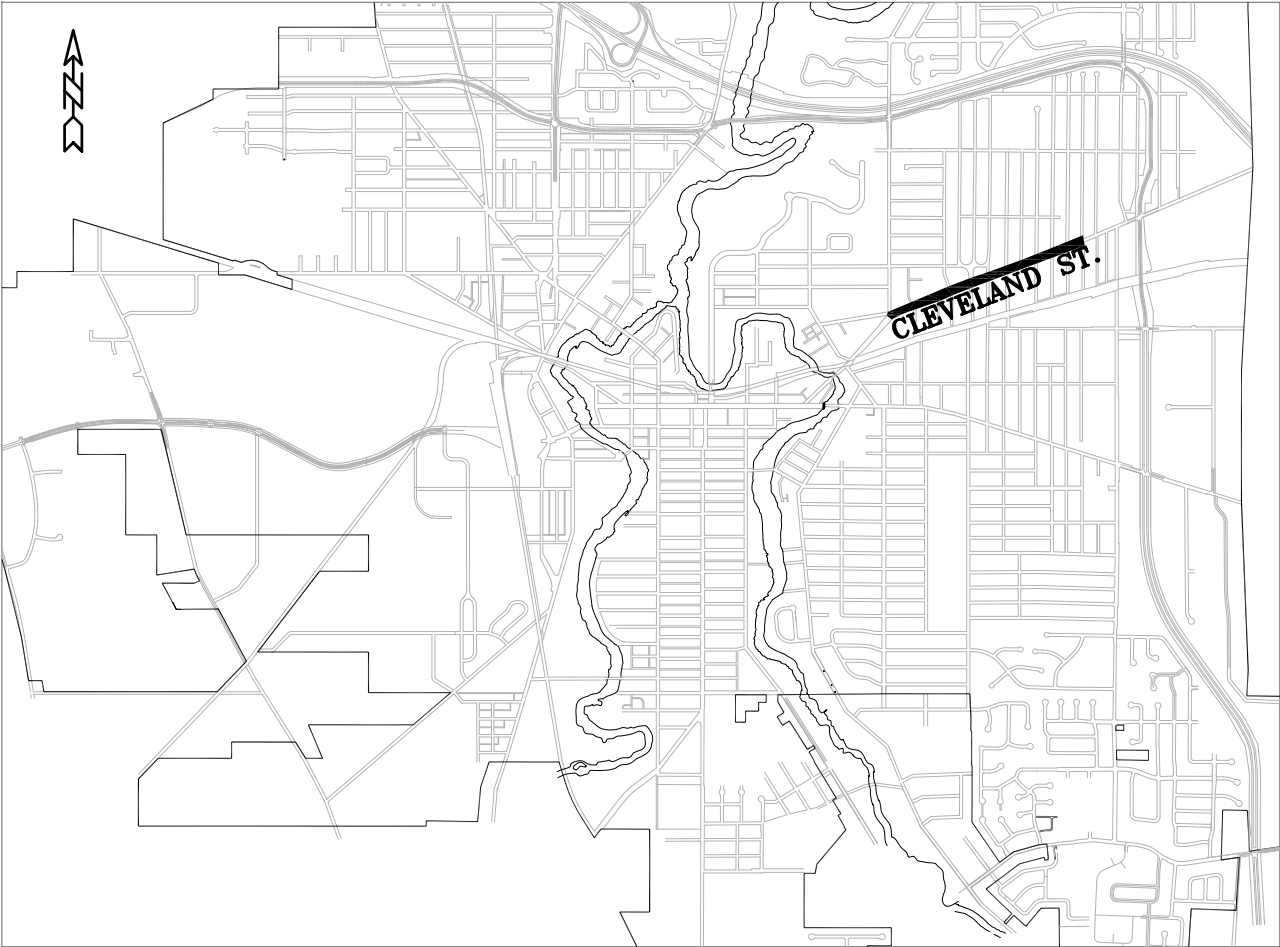
Staff Comment (Summary):**RECOMMENDATION:**

- A transition for the bike lane into the roundabout should be provided, such as wide sidewalks/shared use paths and signage for bike traffic moving through the roundabout intersection.
- Consider utilizing ladder-style crosswalk markings across Cleveland Street, in addition to the contrasting pavement. The visual contrast of a differing pavement type tends to fade over time, and ladder-style markings would maintain the safety benefit of a high-visibility crosswalk. (Example: see West 25th Street and Detroit Avenue intersection crosswalks).
- Consider utilizing the center turn lane to create median refuge islands to improve the safety of crosswalks along the corridor. Median refuge islands are an FHWA Proven Safety Countermeasure.
- The work summarized in this PPR will occur within two subwatersheds: 1) Black River Mainstem and Jackson Ditch-East Branch Black River. According to Ohio EPA's 2018 Integrated Report (IR) Watershed Assessment Unit (WAU) summary, sampling results along the Black River Mainstems subwatershed indicate that the river is in full and partial attainment of its Aquatic Life Uses (ALUs). The WAU lists the causes of impairment as due to nutrients and conductivity modifications associated with municipal point source discharges. According to the 2018 IR WAUs, the Jackson Ditch-East Branch Black River subwatershed's sampling sites are in full, partial and nonattainment due to sedimentation/siltation due to natural causes (Black River falls). NOACA staff recommends that ODOT maintain stormwater runoff on-site for as long as possible to keep nonpoint source pollutants from reaching the Black River. NOACA staff also recommends that ODOT consider incorporating habitat restoration along the river wherever possible.

Committee Review:**Intergovernmental Review and Consultation (IGRC):****Public Involvement:**

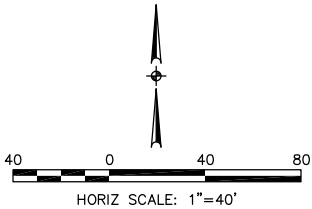
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CITY OF ELYRIA
REPAIR, RECONSTRUCTION, & RESURFACING
CLEVELAND STREET
FROM GULF RD. TO HAWTHORNE ST.
CONCEPT PLAN



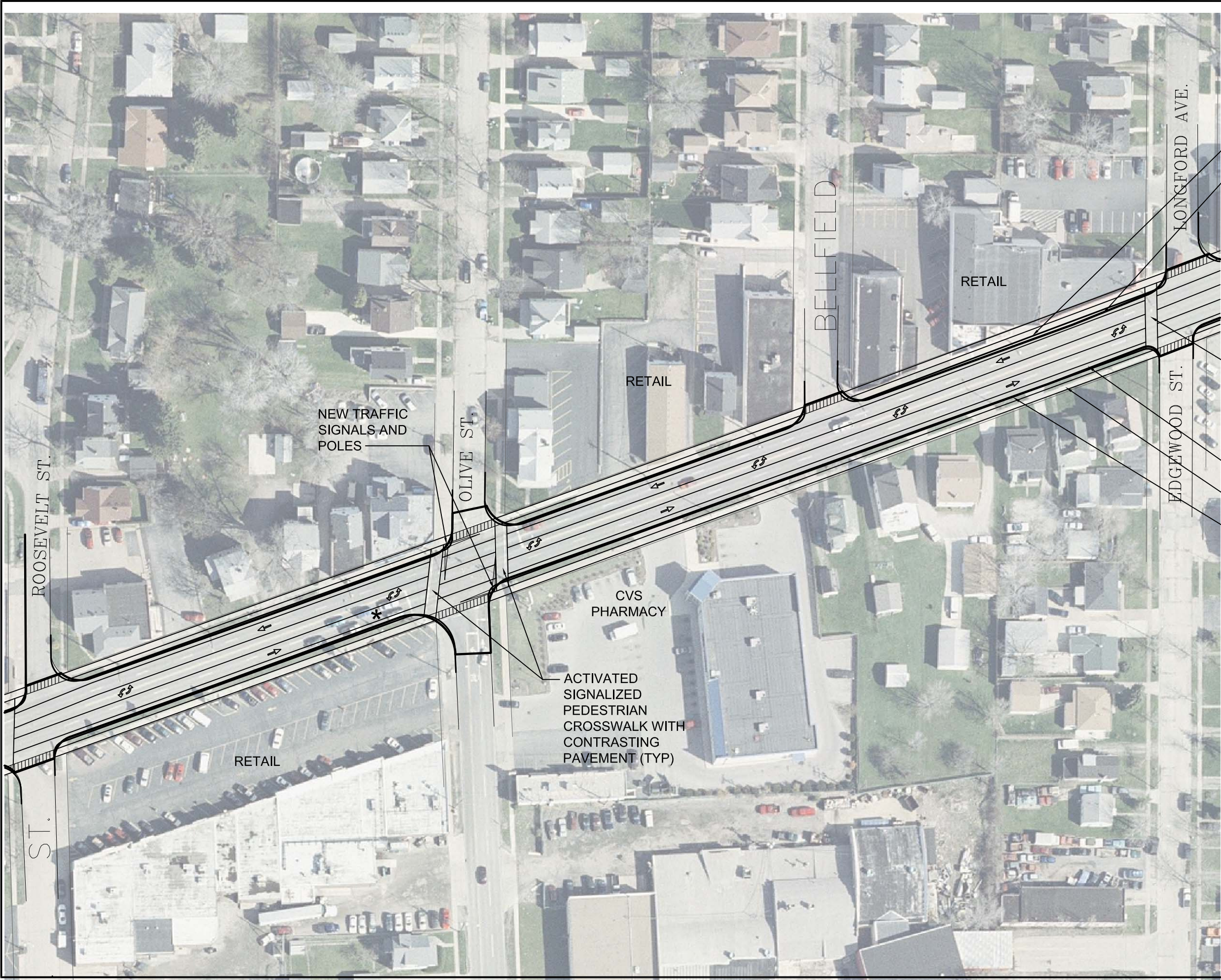
LOCATION MAP

TITLE SHEET		SHEET		DATE		DESCRIPTION		BY	
CLEVELAND STREET IMPROVEMENTS		C1.0							
CITY OF ELYRIA		OF							
COUNTY OF LORAIN, STATE OF OHIO		XX							
		JOB NO.							
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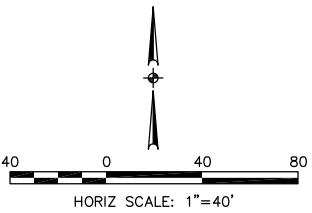
SITE DEVELOPMENT PLAN CLEVELAND STREET IMPROVEMENTS CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	SHEET C1.0 OF XX	JOB NO. 5 - 8xxxx	REVISIONS		DATE	DESCRIPTION	BY
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- NEW CURB (TYP)
- 5' BICYCLE LANE (TYP)
- ACTIVATED SIGNALIZED PEDESTRIAN CROSSWALK WITH CONTRASTING PAVEMENT (TYP)
- 5' BICYCLE LANE (TYP)
- NEW SIDEWALK (TYP)
- NEW CURB (TYP)

* =EXISTING BUS STOP

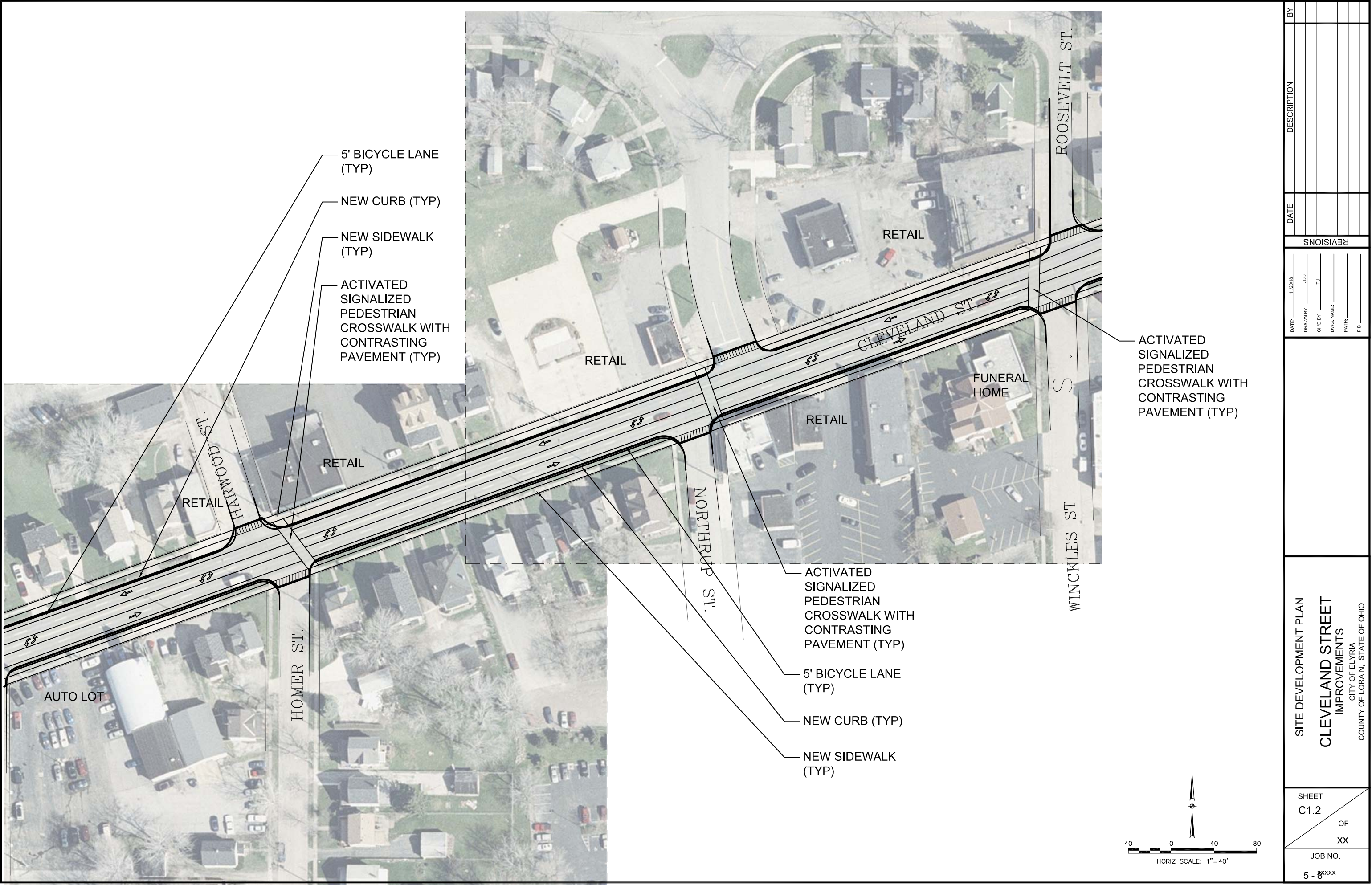


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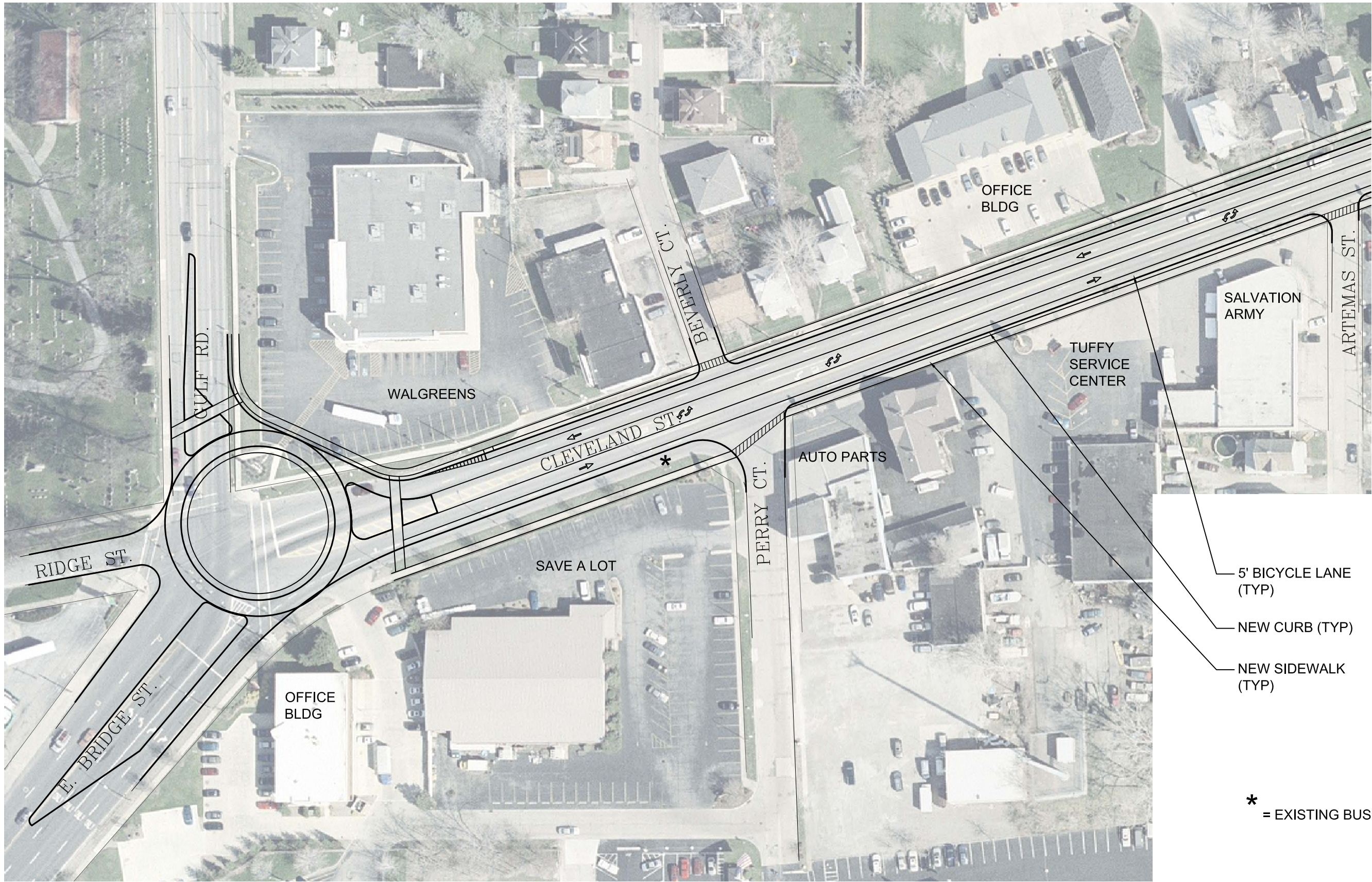
SITE DEVELOPMENT PLAN	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

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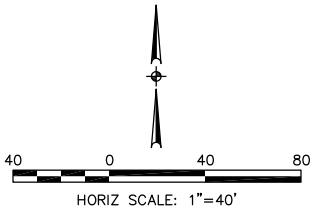
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- 5' BICYCLE LANE (TYP)
- NEW CURB (TYP)
- NEW SIDEWALK (TYP)
- * = EXISTING BUS STOP



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SITE DEVELOPMENT PLAN	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

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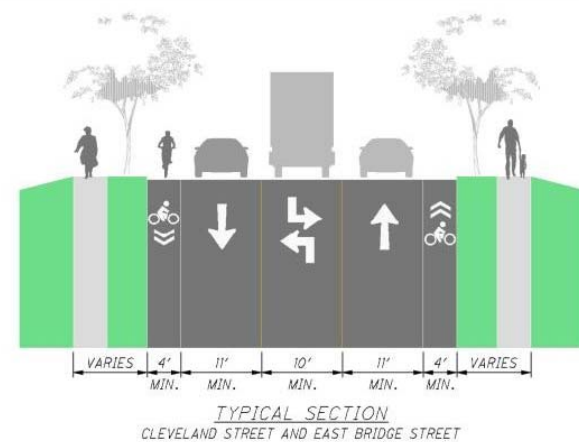
PROBLEM STATEMENT

- Busy commercial corridor
- Large skews and irregular lane configurations at 2 of 3 signalized intersections
- Rear-end, sideswipe, and left-turn crashes related to driveways and wide pavement area
- Designated United States Bicycle Route 30 with no bicycle facilities
- Roadway Section Citywide Ranking #8 (Cleveland Street) and #20 (East Bridge Street)
- High Priority Corridors SIP FY2015

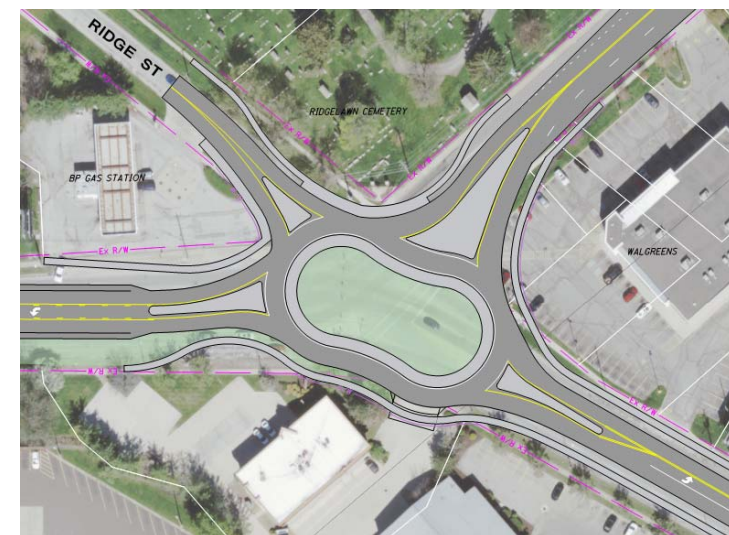
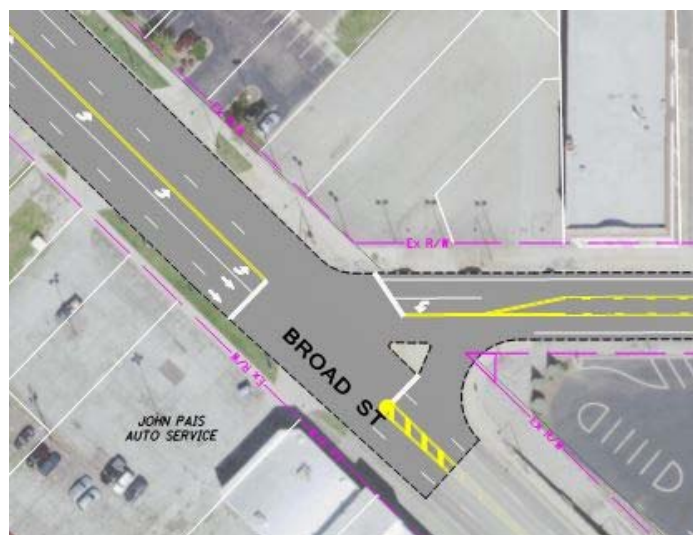
PROJECT FUNDING

Project Phase	Safety Study	PE - Environmental	PE - Detailed Design	Right of Way /Utilities	Construction	Total
Fiscal Year	2019	2021	2022	2022	2024	
Project Phase Completed	X				N/A	
Previous Safety						\$0.00
New Safety		\$887,000.00	\$144,000.00	\$382,000.00	\$2,992,000.00	\$4,405,000.00
Sponsor Funding	\$31,775.00	\$222,000.00	\$36,000.00	\$96,000.00	\$1,197,000.00	\$1,582,775.00
NOACA (STBG or CMAQ)					\$1,795,000.00	\$1,795,000.00
Total	\$31,775.00	\$1,109,000.00	\$180,000.00	\$478,000.00	\$5,984,000.00	\$7,782,775.00
Additional Funding Detail						
PE and RW 80% Safety/20% City, Construction 50% Safety/20% City/30% Other Funding Source						
The City of Elyria intends to apply for funding through NOACA for the Cleveland Street and E. Bridge Street corridors, either as STBG or CMAQ funding. Additionally, OPWC funds may be pursued.						

PROPOSED IMPROVEMENTS



PROPOSED TYPICAL SECTION



CRASH DATA SUMMARY

Signalized Intersections						
Intersection	Total	PDO	Injury	Dry	Wet/Snow	
East Bridge Street/Broad Street	12	10	2	11	1	
East Bridge Street/Cleveland Street	15	11	4	9	6	
Olive Street/Cleveland Street	11	9	2	5	6	
Total Intersections	38	30	8	25	13	
Road Segments Between Signalized Intersections						
East Bridge Street Segment						
From	To	Total	PDO	Injury	Dry	Wet/Snow
Broad Street	Cleveland Street	23	21	2	16	7
Cleveland Street Segment						
East Bridge Street	Olive Street	23	16	7	20	3
Olive Street	Hawthorne Street	16	12	4	14	2
Total Cleveland Street segments		39	28	11	34	5
Total Road Segments		62	49	13	50	12
Total Study Area		100	79	21	75	25

PROJECT DESCRIPTION

- Apply a road diet treatment to the East Bridge Street and Cleveland Street Corridors
- Stripe bike lanes throughout the length of both corridors
- (USBR 30)
- Replace curb on Cleveland Street; sidewalk repairs where needed
- Improvements to the signalized intersections of East Bridge Street at Broad Street and Cleveland Street at Olive Street
- Improve the intersection of East Bridge Street/Cleveland Street with four-leg non-circular roundabout
- Modify lane use and signal phasing at East Bridge Street/Broad Street



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Business Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Transportation for Livable Communities Initiative (TLCI) Update**

ACTION REQUESTED

No action is requested at this time. This item is included for information and discussion only.

BACKGROUND

NOACA's Transportation for Livable Communities Initiative (TLCI) Program provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options
- Promoting reinvestment in underutilized or vacant/abandoned properties
- Supporting economic development
- Ensuring that the benefits of growth and change are available to all members of a community
- Enhancing regional cohesion
- Providing people with safe and reliable transportation choices

The TLCI Program has two components: The TLCI Planning Studies Program and the TLCI Implementation Program. The TLCI Planning Studies Program assists communities to develop transportation planning studies that facilitate and promote sustainable development, multimodal transportation, and complete and green streets. The TLCI Implementation Program provides funding assistance for communities to implement priority projects identified in TLCI or TLCI-like community developed plans.

This year NOACA is soliciting applications for its Planning Study program that promote regional benefit. Applications for community-based planning studies that do not provide a larger regional benefit are not considered to be eligible. Examples of studies that provide a regional benefit and that are being considered this round by NOACA are:

- Downtown Cleveland Transportation Connectivity Study
- Regional Metroparks Trails/Transportation Connections Study
- Regional Lakefront Transportation Connections Study

An application round was opened for both planning studies and implementation projects on August 29, 2019. On October 11, 2019, NOACA received 20 requests for funding: 4 planning study requests totaling about \$476,000 in funding and 16 implementation project requests totaling about \$4.8 million in funding. NOACA's

anticipated three regional planning study projects total \$700,000 in funding. All requests are being evaluated based on the criteria established in the TLCI Policy. Projects requested for both the planning studies and implementation projects are attached.

FINANCIAL IMPACT

There is \$2 million in available funding for the 2020 TLCI program. The TLCI program is funded by an annual set aside from NOACA's Surface Transportation Block Grant (STBG) funds during the development of NOACA's annual Overall Work Program and biennial Transportation Improvement Program.

CONCLUSION/NEXT STEPS

Input received from the Council will be incorporated into the application evaluations.

GG/rl/jt/8350c

Attachment 1 – Applicant and NOACA TLCI Planning Study Requests

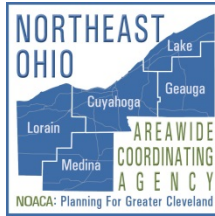
Attachment 2 – TLCI Implementation Project Requests

Attachment 1: Applicant and NOACA TLCI Planning Study Requests

SFY20 Applicant TLCI Planning Study Requests						
#	Project Sponsor	Study Name	Project Location	Project Description	Total Project Cost	Local Funding Committed
1	Broadview Heights	Broadview Heights Citywide Bicycle and Multi-use Path Master Plan	Broadview Heights	\$ 90,000	\$ 18,000	\$ 72,000
2	Cuyahoga County Department of Public Works	Cuyahoga County Lakefront Transportation Connection Study	Cuyhaoga County	\$ 600,000	\$ 400,000	\$ 200,000
3	Lake County General Health District	Chagrin River Corridor & Lakefront Trail Connection Plan	Lake County	\$ 250,000	\$ 110,000	\$ 140,000
4	Medina County Metro Parks	Medina County Greenways Plan	Medina County	\$ 80,000	\$ 16,000	\$ 64,000
	TOTAL			\$ 1,020,000	\$ 544,000	\$ 476,000
SFY20 NOACA TLCI Planning Study Projects						
#	Project Sponsor	Study Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
5	NOACA	Downtown Cleveland Transportation Connectivity Study	Cleveland	\$ 250,000	\$ -	\$ 250,000
6	NOACA	Regional Lakefront Transportation Connections Study	Cuyhaoga, Lake, and Lorain Counties	\$ 150,000	\$ -	\$ 150,000
7	NOACA	Regional Metroparks Trails Transportation Connections Study	Regional	\$ 200,000	\$ -	\$ 200,000
	TOTAL			\$ 600,000	\$ -	\$ 600,000
	PLANNING STUDIES TOTAL			\$ 1,620,000	\$ 544,000	\$ 1,076,000

NOACA SFY2020 TLCI Implementation Project Requests

#	Project Sponsor	Project Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
1	Avon	French Creek Greenway - Phase 1	Avon	\$ 1,118,410	\$ 718,410	\$ 400,000
2	Bay Village	Interurban Connector Trail Project	Bay Village	\$ 211,508	\$ -	\$ 211,508
3	Broadview Heights	Avery Road Improvement (Royalton Rd. (SR82)) to Oakes Rd.	Broadview Heights	\$ 1,332,750	\$ 1,169,216	\$ 163,534
4	Cleveland	Union Avenue-Broadway to Kinsman	Cleveland	\$ 6,500,000	\$ 1,500,000	\$ 400,000
5	Cleveland Metroparks	Richmond Road All Purpose Trail Connector	Glenwillow + Oakwood	\$ 367,800	\$ -	\$ 367,800
6	Elyria	Downtown Elyria Revitalization and Conn. (Phase 4)	Elyria	\$ 348,630	\$ 148,630	\$ 200,000
7	Euclid	Euclid Avenue and E.260th Street Business District Intersection	Euclid	\$ 140,000	\$ 20,000	\$ 120,000
8	Grafton	Envision Main Street Project Phase 1	Grafton	\$ 1,300,360	\$ 900,360	\$ 400,000
9	Mayfield Heights	Mayfield Heights Intersection Safety Improvements	Mayfield Heights	\$ 534,386	\$ -	\$ 534,386
10	North Royalton	State Rd. Sidewalks-North-City Hall to Akins	North Royalton	\$ 100,000	\$ -	\$ 100,000
11	North Royalton	State Rd. Sidewalks-South-Akins to Valley Parkway	North Royalton	\$ 209,745	\$ 25,000	\$ 184,745
12	Olmsted Township	Streamers Rd. Sidwalk and Intersection Improvement Project	Olmsted Township	\$ 800,000	\$ 100,000	\$ 700,000
13	Parma	Broadview + Ridgewood Road Gateway Project	Parma	\$ 279,793	\$ -	\$ 198,629
14	Parma Heights	Parma Heights Pearl Road TLCI Implementation (Phase 4)	Parma Heights	\$ 301,076	\$ -	\$ 301,076
15	Shaker Heights	Warrensville/South Woodland Intersection Pedestrian Improvements	Shaker Heights	\$ 235,000	\$ 80,000	\$ 155,000
16	Wadsworth	Downtown Wadsworth Infrastructure Project	Wadsworth	\$ 7,264,000	\$ 686,400	\$ 400,000
TOTAL				\$ 21,043,458	\$ 5,348,016	\$ 4,836,678



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Business Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Stakeholder Capacity Building Update**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation purpose only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The division of External Engagement and Public Affairs will support the Business Advisory Council (BAC) with the focus areas that were established and approved for 2019:

- 1) Advocacy and outreach for federal, state and local priorities
- 2) Public Engagement (including areas of Environmental Justice)
- 3) Reestablishing relationships with business community

An External Affairs Operating model has been developed to focus on several areas built around roles and responsibilities, leadership, and organizational structure to ensure that all communications, advocacy, and public engagement efforts to build stronger stakeholders relationships are met.

The presentation will update the current results of the BAC's working group initiatives to help NOACA build their stakeholder capacity plan.

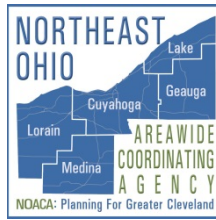
FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

NOACA staff will meet in December to finalize the Stakeholder Capacity Building Plan for use.

GG/dr/8351c



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

MEMORANDUM

TO: Business Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Membership Expansion of Advisory Councils**

ACTION REQUESTED

The following is for information purposes only and no action is being requested at this time.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The Governance Committee recently discussed expanding the membership of the Advisory Councils to include emerging future leaders, which will advance the Charter count from 15 to 18 members.

The purpose of expanding the membership count to the Councils will allow emerging professionals opportunities to help advance and reinforce NOACA's mission and agenda. The inclusion of emerging future leaders is expected to help spark new ideas, approaches and perspectives for growing NOACA's stakeholder and community connections, especially targeting specific messages to other future leaders.

The request includes the expansion of three seats for each council. The future leaders will help the Council build and enhance relationships with various government agencies and subdivisions, the media and public. NOACA advisory councils, whose make-up of business representatives, the general public and large groups affected by transportation decisions, could better inform the Committee's recommendations to the NOACA Board of Directors and enhance NOACA's advocacy on infrastructure-related and environmental issues.

The Councils help monitor community reactions to agency policy, proposals, and progress early in the planning process, and supplement the public involvement activities that NOACA staff performs. The Council also assist the External Affairs Committee in developing agency policies for outreach to the public, business and rural communities.

FINANCIAL IMPACT

There is no financial impact at this time.

CONCLUSION/NEXT STEPS

The External Affairs Committee and NOACA staff will recruit members for each advisory council and establish meeting schedules.

GG/dr/8352c

Attachment – Business Advisory Council Charter

NOACA BUSINESS ADVISORY COUNCIL CHARTER

PURPOSE:	The Business Advisory Council will provide insight and feedback on how NOACA programs and policies are affecting business and economic development in Greater Cleveland to the External Relations Committee.
GOALS:	<p>The NOACA Business Advisory Council seeks to:</p> <ul style="list-style-type: none">• Promote awareness and encourage participation by the business community in all of NOACA plans and programs.
ACTIVITIES:	<p>The Business Advisory Council will:</p> <ul style="list-style-type: none">• Assist in the communication of NOACA's Regional Strategic Plan to ensure the agency's vision is understood by the business community.• Provide business and economic development representation in the development of regional plans and policies.• Provide Board and staff with guidance that conveys the perspectives of the Greater Cleveland business community.• Advise the External Affairs Committee and Executive Director on current business conditions.
MEMBERSHIP:	The Business Advisory Council will have 15 members selected from among small business owners, corporations, unionized labor, trade associations, universities, chambers of commerce etc. The membership will consist of 11 that are proportionately defined by county/city and 4 that are at-large seats as follows: 4 Cuyahoga; 2 Cleveland; 1 Geauga; 1 Lake; 2 Lorain; 1 Medina; 4 At-Large. Membership terms will be two years.
REPORTING RELATIONSHIP:	The Council reports to the External Affairs Committee.
MEETINGS:	The Council will hold regular meetings on a quarterly basis. Special meetings may be called as needed. A majority of Council members shall constitute a quorum to transact business.
AGENDA AND MINUTES:	The chair will be responsible for establishing agendas for meetings, which will be sent to council members at least seven days in advance of the meeting. Minutes will be approved by council members at the following meeting.
STAFFING:	Agency staff shall provide the Council with administrative and technical support as directed by the chair.



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: Business Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **SAVE: NOACA's Plan for Transportation Safety**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

NOACA has recently completed SAVE Plan; NOACA's Plan for Transportation Safety. The purpose of the SAVE Plan is to save lives in the NOACA region by identifying actions to reduce the most severe crashes that too often result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. The SAVE Plan provides direction that will enable NOACA and others to work together to set goals and work toward the vision this Plan establishes for the region.

Achieving a safer transportation network requires addressing the interaction among the infrastructure, vehicles and the skill and behavior of travelers. The SAVE Plan incorporates a "6 E's" approach into the safety planning process, acknowledging the key roles that engineering, education, enforcement, emergency response, evaluation, and equity all play in preventing severe crashes and saving lives. After evaluating 10 years of crash data to identify trends, ten emphasis areas associated with fatal and serious injury crashes were identified.

- Intersection
- Roadway Departure
- Young Driver
- Speed
- Impaired Driving
- Older Driver
- Motorcycle
- Pedestrian

- Distracted Driving

- Bicycle

At the meeting, the presentation will provide more detail about the Plan. The full Plan is available on NOACA's website at this [link](#).

In order to influence emphasis areas closely associated with driver behavior, the Ohio Traffic Safety Office (OTSO) and ODOT work together to develop a rolling calendar of safety campaign messaging to raise public awareness on specific emphasis areas and initiatives promoted by the National Highway Traffic Safety Administration (NHTSA). Typically these campaigns involve messaging pushed out via social media and press releases, supported with messaging by ODOT on freeway message boards, and often coupled with increased enforcement. The full OTSO safety calendar may be viewed on their website at this [link](#).

NOACA encourages local public safety partners to be aware of broad safety campaign messaging and to use campaign materials provided by [Traffic Safety Marketing](#) and ODOT (including the "[Your Move](#)" campaign) to educate and encourage road users in their jurisdictions to obey traffic laws and practice safer behaviors.

Continuing support of education and outreach programs is necessary to make and continue positive changes in behavior of the traveling public. At the national level, significant reductions have been made in reducing the rate of fatalities for unbelted motorists (reduced from 54% to 48% between 2007 to 2016) and alcohol-impaired driving fatalities (reduced from 32% to 28% between 2007 to 2016); however, both emphasis areas still comprise a large fraction of all crash fatalities. (Source: Terry Shelton, Associate Administrator, National Center for Statistics and Analysis, "2016 Fatal Crash Overview" presented on December 14, 2017.)

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

NOACA will develop and support key initiatives in partnership with other organizations to advance safe projects and to encourage safer traveler behavior. Agencies within the NOACA region are encouraged to assist the Ohio Traffic Safety Office with maximizing impact of statewide message campaigns by cross-promoting these messages at the community level.

GG/KS/bb/8353c

Agenda Item No. 6

REPORTS/UPDATES

Agenda Item No. 7

OLD BUSINESS

Agenda Item No. 8

NEW BUSINESS

Agenda Item No. 9

ADJOURN

